

I-405

Executive Advisory Group

Paula J. Hammond, P.E.
Secretary

Steve Reinmuth
Chief of Staff

Craig J. Stone, P.E.
Assistant Secretary
Toll Division

Washington State Transportation Commission
January 23, 2013

2009 EAG Guiding Principles

The Eastside Corridor (I-405/SR 167) express toll lane vision is to optimize freeway lane performance and manage congestion.

Performance

1. Move more people
2. Manage corridor to improve speed and reliability to free flow conditions, a minimum of 45 mph.
 - a. **May require change in minimum HOV occupancy.**
3. Prioritize and accommodate transit performance and HOV users
4. Minimize diversion to arterials or neighborhood streets.
5. Improve mobility for freight and drivers in all lanes.
6. Spotlight capacity and 2+ versus 3+.

Funding

7. Retain tolling revenue in the Eastside Corridor.
8. Secure financing with fair terms, similar to other corridors. Leverage traditional resources.
9. Exempt transit and carpools from tolls.
10. Continue to monitor national and regional trends to better understand how to fund toll projects.
11. **Leverage toll revenue with other funds.**

Implementation

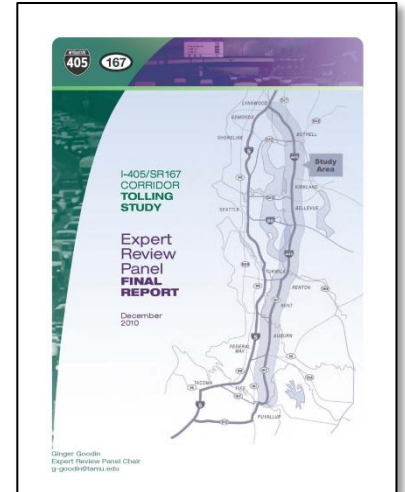
12. Express toll lanes should be built in incremental steps and begin with funded projects.
13. Express toll lanes should fit within the long range regional planning and tolling system.
14. Sensitivity to construction phasing on a regional level.

Public Outreach

15. Grow awareness, experience and support by engaging the public, local agencies and elected officials.
16. Make tolling operations mainstream and improve access.

2010 Expert Review Panel Recommendations

1. Move forward with funded Phase 1 project.
2. Address regional policy for HOV degradation and migration to ETL.
3. Seek FHWA tolling approval for corridor.
4. Continue authorization of tolls on the SR 167 ETL Pilot Project.
5. Continue developing the components comprising a mega project. Maintain momentum with the legacy Project Team.
6. Leverage completed environmental documents by augmenting existing EAs to reflect managed lane/toll scenarios.
7. Address operating policies and design elements that support financing requirements.
8. Make the I-405/SR 167 interchange a higher priority by mobilizing critical path items like ROW and value engineering.
9. Address the funding gap through financing, user fees and delivery options as part of the financing and phasing plan.
10. Complete an investment grade traffic and revenue study.



Legislative Direction

2011 – EHB 1382 – authorized tolling on I-405

- ☒ 1. Construction of capacity improvements, including items that enable implementation of ETLs, such as conduit and other underground features, must begin as soon as practicable.
- ☒ 2. WSTC to hire independent expert to conduct traffic and revenue analysis for 40-mile ETL system.
- ☐ 3. With WSTC, WSDOT will **develop corridor-wide project management plan** for phasing and use information from traffic and revenue study to **develop a finance plan to fund further I-405 and SR 167 improvements.**
- ☐ 4. Consult with a committee of local and state I-405/SR 167 corridor elected officials and transit agencies during development of studies/plans.
- ☒ 5. Any tolling equipment contract terms may not take effect until 2012 appropriation authority.
- ☐ 6. Conduct ongoing education and outreach.
- ☐ 7. Submit both the traffic and revenue, and phasing and financing plans to the Governor and Legislature by January 2012.

2012 – EHB 2190

- ☒ – The department shall place amounts for tolling equipment into unallocated status until the traffic and revenue analysis required in [1382] is submitted to the Governor and Legislature. Once the report [T&R analysis] has been submitted, the office of financial management may approve the allotment of funds for tolling equipment only after consultation with the joint transportation committee.

Funding and Phasing Plan Study Elements

1. Phasing: What is the timing/schedule of Renton to Bellevue?

- Do we open Renton to Bellevue and I-405/SR 167 Direct Connector as one system/at the same time?
- Other critical early phasing elements to be considered.

2. Funding: What are the strategies for financing?

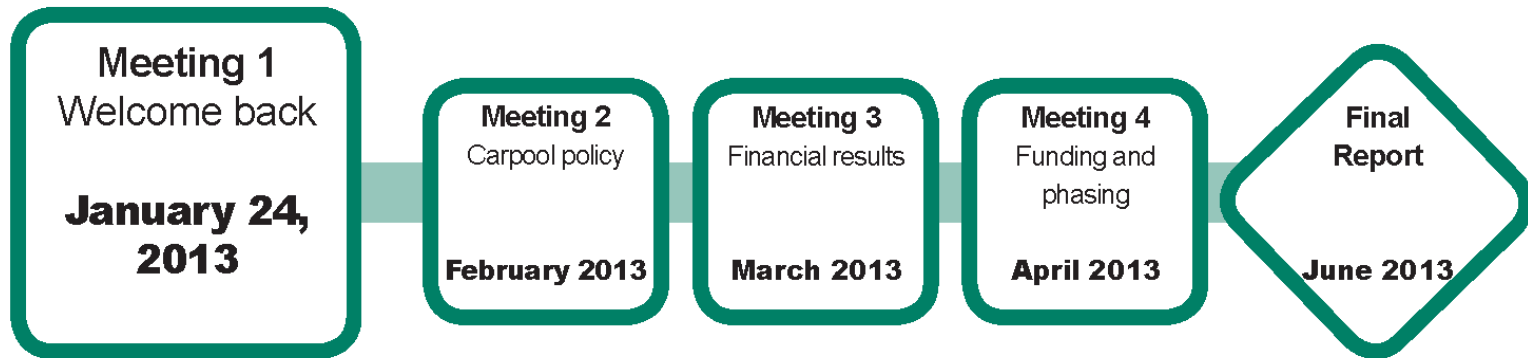
a. *Legislative study requirements:*

- Current state and federal funding contributions for projects in the Interstate 405 and state route number 167 corridor;
- A potential future state and federal funding contribution to leverage toll revenues;
- Financing mechanisms to optimize the revenue available for capacity improvements including, but not limited to, using the full faith and credit of the state;

b. *Carpool policy: Do we have a 2+ to 3+ carpool transition plan?*

- Financing
- Performance
- Public acceptance
- Transition plan and timing
- Federal requirements (MAP 21)

I-405 Executive Advisory Group



Questions?

Craig J. Stone, P.E.

Assistant Secretary, Toll Division

206-464-1222 or StoneC@wsdot.wa.gov